

REPORT - PLANNING COMMISSION MEETING
July 24, 2003

Project Name and Number: Ha To Valero (PLN2002-00306)

Applicant: Ha To

Proposal: To consider an application for a Conditional Use Permit Amendment for a remodel of an existing gasoline service station to include a car wash, 2 new fueling dispensers and replacement of existing 4 for a total of 6 dispensers, expansion of the fueling station canopy, and the removal of an auto repair shop to increase the size of an existing convenience food mart.

Recommended Action: Approve, based on finding and subject to conditions.

Location: 37635 Blacow Road in the Centerville Planning Area.

APN: 501-0814-001-01

Area: 1.25 acres

Owner: Ha To

Consultant(s): Steven Elser, K12 Architects

Environmental Review: An Initial Study and a Mitigated Negative Declaration were prepared and circulated for this project.

Existing General Plan: CT, Thoroughfare Commercial

Existing Zoning: C-T, Thoroughfare Commercial

Existing Land Use: Gasoline Service Station, auto repair and small convenience mart

Public Hearing Notice: Public hearing notification is applicable. A total of 223 notices were mailed to owners and occupants of property within 300 feet of the site on the following streets: Blacow Road, Central Avenue, Summer Holly Commons, Central Cove Court, Carriage Circle Commons, and Castlewood Commons. The notices to owners and occupants were mailed on July 14, 2003. A Public Hearing Notice was delivered to The Argus on July 8, 2003 to be published by July 14, 2003.

Executive Summary: The applicant is requesting approval of a Conditional Use Permit Amendment for a remodel of an existing 2,645 square foot gasoline service station. The existing 1,509 square foot four-bay auto repair shop will be removed to accommodate a 798 square foot car wash and increase the size of an existing convenience food mart from 336 square feet to 1,847 square feet. The project also includes the addition of 2 new fueling dispensers and replacement of the existing 4 fueling dispensers for a total of 6 dispensers, and expansion of the fueling station canopy.

Background and Previous Actions: In February 29, 1960, the Planning Commission approved a Condition Use Permit (U-60-13) allowing a gasoline service station and tow truck service at the southwesterly corner of Blacow Road and Central Avenue.

On October 26, 1976, the City Council adopted the Centerville Area Plan designating the subject property as Thoroughfare Commercial (CT) (GPA-71-16) and directed the staff to bring zoning into conformity with the General Plan. This action led to the City Council approval for the rezoning of the subject property on January 19, 1978, from Industrial Administration and Research (I-R-20) District to Thoroughfare Commercial District (C-T.)

On May 28, 1987, the Planning Commission approved a Conditional Use Permit (U-87-7) and Environmental Impact Report (EIR-87-29) for a new Exxon station to replace the existing. In addition to constructing a new service station building, this project involved major site changes including additional landscaping and revised parking and circulation.

On December 12, 2002 and March 25, 2003, in anticipation of the proposed service station remodel, the present applicant obtained building permits from the City for new underground fuel lines and foundation footings for the fueling canopy extension (BLD2003-03818 and BLD2003-05707). Although not specifically stated/ shown on the plans, permits were inadvertently issued for the new and replacement fuel dispensers along with the underground fuel lines and foundation footings for the canopy extension during the plan check review process. The new and replacement fueling dispensers are contingent on Planning Commission approval of this Conditional Use Permit Amendment, as is the remainder of the work – the gasoline service station remodel, car wash, site design changes, canopy extension, and installation of equipment. Staff informed the applicant that the fueling dispensers might need to be removed upon denial of said Conditional Use Permit.

Project Description: The applicant is proposing to remodel an existing gasoline service station on the corner of Blacow Road and Central Avenue in the Centerville Planning Area. There will be no expansion to the current size of the building, although the number of fueling dispensers will be increased from 4 to 6, and the 4 existing service (car repair) bays will be removed to expand an existing convenience mart and accommodate a self-service conveyor car wash. A car wash driveway, car wash portal sign, and vacuum station are also being proposed. The four existing fuel dispensers have been replaced with newer models, and two new fueling dispensers of the same make will be installed. The fueling dispensers will offer the option of paying for the car wash at the same time the consumer pays for the gas. No changes are anticipated for the underground fuel storage tanks.

Project Analysis:

General Plan Conformance: The existing General Plan Land Use designation for the project site is Thoroughfare Commercial. The proposed project is consistent with the existing General Plan Land Use designation for the project site because gasoline service stations and car washes are allowed or conditionally allowed in Thoroughfare Commercial Districts. The following General Plan Goals, Objectives and Policies are applicable to the proposed project:

Policy LU 2.27: RETAIL – Small stores providing a range of convenience goods (including groceries) and other uses clearly serving the motoring public are allowed. Small convenience stores incidental to gas sales are generally allowed. Auto sales are allowed. Any retail use is subject to meeting the conditions discussed under “Design and Development” policies and other conditions regarding compatibility with surrounding uses as may be defined in the zoning ordinance.

SERVICE - Gas stations, including those with integral repair and cleaning facilities, are allowed. Office uses are not allowed except as incidental to other uses.

Comment: The project proposes to expand the existing convenience mart and provide a carwash. The existing auto repair bays will not be retained.

Policy LU 2.29: Thoroughfare Commercial uses shall be located on an arterial street with a high number of through traffic.

Comment: The proposed remodel is located on the corner of Blacow Road and Central Avenue. Both are designated as arterials per Figure 8-9 of the Transportation Chapter in the General Plan.

Goal LE 3: A hierarchy of well defined, vital commercial areas meeting the retail shopping, entertainment and service needs of Fremont residents.

Comment: The proposed remodel retains the gasoline service business and enhances the retail shopping needs of Fremont residents and the motoring public with the carwash and convenience store expansion.

Policy HS 8.1.3: Noise created by commercial or industrial sources associated with new projects or developments shall be controlled so as not to exceed the noise level standards set forth in Table 10-2 as measured at any affected residential land use.

Comment: Expanded comment regarding the above policy is available in the 'Noise' section of this report.

Redevelopment Plan Conformance: The project is located within the Centerville Redevelopment Planning Area. This project is consistent with the Centerville Redevelopment Planning Area because it expands commercial activity in areas zoned for commercial uses.

Zoning Regulations: The project site is currently zoned (C-T), Thoroughfare Commercial District. A gasoline service station and car wash may be permitted in this District contingent upon a Planning Commission approval of a Conditional Use Permit. Selling of food and beverages is also permitted in this District, provided however, that the applicant acquires a Zoning Administrator Permit for the supplying of such goods in a Gasoline Service Station, pursuant to Section 8-22141 of the Zoning Ordinance specifying regulations for Gasoline Service Stations, and an Alcohol Beverage License (ABC) from the State Department of Alcoholic Beverage Control for liquor sales. The sales of beer and wine will be incidental to the convenience store operation. In this instance, the Conditional Use Permit Amendment will satisfy the Zoning Administrator Permit requirement.

The conditions for Gasoline Service Stations also specify that a minimum twenty percent of the net lot area, excluding the public right-of-way and easements for the use of the general public, shall be improved with well-maintained landscaping elements. These elements may include plant materials, street furniture and decorative surfaces provided that hardscape material does not exceed five percent of the area to be landscaped. As proposed, 43% of the site is landscaped.

Parking: The project, as proposed, would include 17 parking spaces. The total required parking for the proposed development is 14 spaces. Article 19.3, Section 8-2003 of the Fremont Municipal Code requires 2.5 spaces for each car wash bay (2.5 spaces), one space per 200 square feet for convenience stores ($1,847/200 = 9.2$ spaces), and 1 space per vacuum (2 spaces).

Open Space/Landscaping: Although much of the site is designated as landscape area, new landscaping is needed as much of the existing vegetation appears bare, sporadic, or contracting. A tree inventory and a preliminary landscape plan, submitted by the applicant, identified 26 trees on site (including one dead pine). The applicant proposes the relocation of an existing palm tree obstructing the proposed entrance to the car wash, infill planting in the form of groundcover and avoiding the use of any new pines. Additionally, staff has recommended the replacement of trees in poor condition, additional infill planting of bushes and trees along the interior lot lines adjacent to residential properties and the planting of new trees in front of the Gasoline Station along Central Avenue and Blacow Road. The Monterey Pine located in the street planter area along Central Avenue has been identified as obstructing the public utility lines and possibly hazardous. The two trees in the street planter area along Central Avenue have uprooted the sidewalk making pedestrian access unstable. Staff has recommended the removal of the Monterey Pine, the replanting of the two trees along Blacow Road and sidewalk repair. (Condition #7)

The applicant will be required to submit a landscape and irrigation plan during the Development Organization review process. The plans should be reviewed and signed by a Landscape Architect licensed by the State of California in conformance with Title 16, Division 26 of the California Code of Regulations.

Circulation/Access Analysis: Access to the subject property is from Central Avenue and Blacow Road. Adequate access and on-site circulation will be maintained. The applicant is also proposing to add a pedestrian path connecting the front entrance of the service station building to the Central Avenue sidewalk. Additionally, as part of the building modifications, a new sidewalk will be constructed on the eastern side of the building adjacent to the existing car service repair bays.

There are three ingress and egress points: two on Blacow Road and one on Central Avenue. The large lot size and parking area allow ample room for vehicle circulation. The car wash entry will be on the eastern portion of the site, which meanders into the car wash facility exiting on the western portion of the building on the Central Avenue side.

Design/ Architecture/ Project Analysis: As previously stated, the proposed development encompasses a significant remodel of an existing gasoline service station and site changes. The list below summarizes the proposal:

- *New trim siding:* Applied to the corners/ edges of the building.
- *Car service bays openings:* "filled in" with wall material to match the proposed building.
- *Trash enclosure:* demolished to accommodate the car wash driveway and replaced with a new trash enclosure nearby.
- *On-site parking and circulation:* Enhanced and modified to accommodate the car wash and car wash drive, to include a pedestrian linkage and bicycle racks. Textured material will be used on new front sidewalk and marked pavement to delineate pedestrian linkage to Central Avenue sidewalk.
- *New windows:* Installed on the east, west, and north elevations with clear, dual-paned glass.
- *New vacuum station:* Installed between parking spaces #16 and #17.
- *New car wash/ car wash driveway and car wash entrance sign*
- *2 new fueling dispensers (2 pumps per dispenser) and replacement of existing four dispenser*
- *Canopy extension over the new fueling stations*

As outlined above, several site and building improvements are proposed as part of this development. The existing gas station building is square-shaped on a large corner lot with deep sideyard and rear setbacks. The exterior building material includes a textcote finish (trim) and metal siding (base). As part of the remodel, a new textcote siding, painted medium tan, will replace the existing, and metal siding will be used to fill in the service bays and painted a dark bronze. In addition, the applicant worked with staff to apply a more variation to the storefront, including additional windows with clear window glazing and white trim. The canopy extension will be consistent with the existing and imprinted with the traditional Valero sign copy and insignia. Color renderings and color sample board will be displayed at the Planning Commission Meeting.

View Impacts: Although the subject property is adjacent to a Planned Development (P-85-11) consisting of 27 single family detached dwellings, there are no anticipated view impacts. The service station building is set back approximately 50 feet from southern property line and 100 feet from the eastern property line. An existing seven-foot high masonry wall along the interior property lines and additional tree planting will provide adequate screening from the gasoline service station. No change will be made to the building height.

Urban Runoff Clean Water Program: The applicant will be required to conform to the City's Urban Runoff Clean Water Program requirements. Conditions of approval are included in this document to reflect this requirement. (Condition #18)

Well Monitoring Program: The site has been designated as being on the Department of Toxic Substances Control (DTSC) Hazardous Waste and Substance Sites List for a leaking tank. Currently, the owner of the gas station (Exxon Corp) is required to monitor the underground contamination. In 1999, Exxon Corp obtained a permit from the City to install remediation equipment on the site used to extract the contamination. The remediation equipment is located behind the southern side of the building and is screened from public view. No changes are proposed to the remediation equipment in this project.

The applicant was required to submit a project plan to the Alameda County Water District (ACWD) to assess potential impacts of the proposed development on current remediation efforts by submitting a *Work Plan for Well Destruction and Installation and Addendum to Work Plan Letter*. One element of the Work Plan outlined the need to fill one of the wells and replace it with another. The reason for this is that one of the wells was in the same location as the new fueling position. There are currently 13 wells on the premises, which can be used to monitor the underground contamination or for remediation efforts called air sparging, a process where air is pumped into the well and then the contamination is siphoned out. It is standard practice that if wells are 1) no longer required by any regulatory agency; 2) no longer being monitored on a regular basis; or 3) damaged, lost, or the surface seal is jeopardized in any way during the development process, the wells must be destroyed in compliance with the City well Ordinance. ACWD reviewed the material and has no objections to the issuance of building permit for the proposed development (Exhibit E).

Noise: The Fremont General Plan states that outdoor noise (defined as “unwanted sound”) levels for residentially developed areas shall generally maintain a maximum outdoor Ldn (day and night average noise level) of 60 decibels (dBA). Because of potential noise impact to adjacent residents to the east and south, City staff requested a noise study to determine potential impacts on the residential development and acquired the services of *Shen Milsom & Wilke, Inc. + Paoletti*, noise consultants located in San Francisco, to conduct the noise study. The consultant took measurements from the closest point of residential property line to the car wash exit. Two points of measurements were taken: the property line on the Central Avenue street side and the property line on the Blacow Road side. The Central Avenue side is 50 feet away and the Blacow side is 100 feet away from the proposed car wash. The consultant used sound emissions from a similar car wash as the basis for anticipated noise generated. According to specialists in the car wash manufacturing field, the noise generated from car wash is greatest at its exit because of the air dryer’s close proximity the exit opening. The applicant has proposed to equip the car wash with the new *VT 2000 Conveyor Car Wash and Thrustpro No-Touch Air Dryer* (with noise reduction [NR] package). The noise reduction package is integrated into the air dryer using design covers and flaps to absorb noise. The results of the study are indicated below:

Table 1: Summary of Estimated Noise Impacts on Residences At Nearest Point on the Property Line from Car the Car Wash

	Existing Ambient Noise Due to Traffic	Car Wash w/o NR	Car Wash w/ NR
Residence on Central Avenue (-50 feet from car wash exit)	65.0 dBA	63 dBA	No Impact above 60 dBA
Residence on Blacow Drive (-100 feet from car wash entrance)	68.3 dBA	No impact above 60 dBA	No Impact above 60 dBA

The consultant first took measurement of existing noise conditions on a weekday between 9.30a.m. and noon. They found the existing noise levels on the Central Avenue side residents were 65 dBA and 68.3 dBA on the Blacow Road side residents. The Health and Safety Chapter of the General Plan, Goal 8, Policy HS 8.1.3, states that noise created by commercial or industrial sources associated with new projects or developments shall be controlled so as not to exceed acceptable noise standards (60 dBA). Thus, the residential area adjacent to the car wash currently exceeds the acceptable noise levels. The consultant concluded that the primary reason for the existing noise volume is because of vehicle traffic. Next, the consultants took measurements to anticipate the projected noise impact from the car wash. The analysis showed that a car wash would generate a 63 dBA impact on Central Avenue, and would have no impact on Blacow Road residences for the car wash facility without the Noise Reduction Package. The analysis for a car wash system *with* a noise reduction package stated no impacts above 60 dBA. The existing and proposed Ldn levels are not increased since the car wash does / will not operate at night. A barrier analysis for estimated noise reduction for the wall was conducted and factored into the analysis. The results of the barrier analysis suggested that there would be an 8 dBA noise reduction of the car wash noise emissions.

Staff worked with the applicant in making site and design changes to mitigate potential sound disturbances by proposing a new CMU block wall located between the car wash exit and proposed new location for the trash enclosure (not factored in the sound study). Staff also implemented a condition to this report requiring the applicant to install the Noise Reduction package with the car wash and limiting the evening hours of operation. (Condition #23)

Applicable Fees: No additional impact fees are required as a result of this Conditional Use Permit Amendment.

Waste Management: This project involves commercial construction and shall be subject to the provisions of the California Integrated Waste Management Act of 1989 (AB939). The Act requires that 50% of the waste generated in the City of Fremont be diverted from landfill sites by the year 2000. Additionally, the project is subject to the City's Source Reduction and Recycling Element (1992), an Integrated Waste Management Ordinance (1995), and a Commercial/Industrial Recycling Plan (1997). These documents require that any new project for which a building permit application is submitted to include adequate, accessible, and convenient areas for collecting and loading trash and recyclable materials. The trash/recycling enclosure for the project will be designed in a manner to be architecturally compatible with nearby structures and with the existing topography and vegetation in accordance with such standards.

Environmental Analysis: An Initial Study and proposed Draft Mitigated Negative Declaration, has been prepared for this project. The environmental analysis identified concerns regarding potential noise and hydrology/water quality impacts. The Draft Negative Declaration includes mitigation measures, which, if implemented, would reduce the identified impacts to non-significant levels. These mitigation measures have been included as conditions of approval for this project. A more detailed description of the potential impacts is provided within the Initial Study for the project, which is included as an enclosure.

A finding is proposed that this project would not have a significant effect on the environment based upon the implementation of the identified mitigation measures. Accordingly, a Draft Mitigated Negative Declaration has been prepared for consideration by the Planning Commission.

An error was made in Section XV, Transportation/ Traffic Section of the Initial Study for the proposed project. The calculations using Institute of Traffic Engineers (ITE) standards for traffic impact was based on 4 existing fuel pumps (there are two fuel pumps for each fuel dispenser) as opposed to 8, and a projected 2 new fuel pumps as opposed to 4 new pumps. Staff revised the projections and sent the new projections to the State Clearinghouse for review. The original calculations for existing conditions (4 pumps) stated that the average weekday daily traffic (ADT) is 651 vehicle trips per day with 40 a.m. weekday vehicle trips and 53 p.m. weekday peak hour trips. The calculations for the proposed change (i.e., based on 2 additional fuel pumps) stated an increase of 976 vehicle trips per day including 64 a.m. vehicle trips and 79 p.m. hour trips.

The revised calculations for existing ADT based on 8 existing fuel pumps are 1,348 average weekday daily traffic with 98 a.m. vehicle trips and 116 p.m. weekday vehicle trips. The revised calculations including the 4 new fueling dispensers stated that the ADT would increase to 1,959 vehicle trips per day including 42 a.m. vehicle trips and 52 p.m. hour trips. Although the revised calculations are significantly higher than the original projections, they do not exceed 100 p.m. ADT for new development which would trigger an independent traffic analysis as required by the Alameda County Congestion Management Agency (ACCMA).

The initial study conducted for the project has evaluated the potential for this project to cause an adverse effect -- either individually or cumulatively -- on wildlife resources. There is no evidence the proposed project would have any potential for adverse effect on wildlife resources. Based on this finding, a Certificate of Fee Exemption will be submitted with the Notice of Determination after project approval, as required by Public Resources Code section 21089 (see attachment to draft Negative Declaration). The Certificate of Fee Exemption allows the project to be exempted from the review fee and environmental review by the California Department of Fish and Game.

Response from Agencies and Organizations: Alameda County Water District (ACWD) responded to the applicant's *Addendum to Work Plan* which is an addendum to their February 20, 2003 *Work Plan for Well Destruction and Installation*. The report describes the destruction of well AS1 (Air Sparging) and subsequent installation of a replacement well MW11 (monitoring well) prior to proceeding with the addition of two fuel dispensers and extension of overhead canopy. ACWD has no objections to issuance of building permits for the proposed development.

Enclosures:

Exhibit "A" Site Plan, Elevations, Floor Plan, Landscape Plan
Exhibit "B" Conditions of Approval
Exhibit "C" Initial Study and Draft Mitigated Negative Declaration
Exhibit "D" Car Wash Noise Study Impact Study, *Shen Milsom & Wilke, Inc. + Paoletti*
Exhibit "E" Alameda County Water District Letter dated March, 26, 2003

Exhibits:

Exhibit "A" Site Plan, Elevations, Floor Plan, Landscape Plan
Exhibit "B" Conditions of Approval

Recommended Actions:

1. Hold public hearing.
2. Find the initial study has evaluated the potential for this project to cause an adverse effect -- either individually or cumulatively -- on wildlife resources. There is no evidence the proposed project would have any potential for adverse effect on wildlife resources.
3. Adopt draft Mitigated Negative Declaration and find it reflects the independent judgement of the City of Fremont.
4. Find PLN2002-00306 is in conformance with the relevant provisions contained in the City's existing General Plan. These provisions include the designations, goals and policies set forth in the General Plan's Land Use and Economy Chapters as enumerated within the staff report. The project reflects the intent of the Centerville Specific Plan.
5. Approve PLN2003-00306, as shown on Exhibit "A" and subject to findings and conditions on Exhibit "B".

Exhibit "B"
Findings and Conditions of Approval for PLN2002-00306
Ha To Valero Remodel – Conditional Use Permit Amendment
37635 Blacow Road

Findings:

1. The proposed use is consistent with the General Plan designation for the site, since the land use, a gasoline service station/ car wash use is conditionally permitted on property designated Thoroughfare Commercial on the General Plan.
2. The site is suitable and adequate for the proposed use because the site is located adjacent to a major thoroughfare and the large lot size allows for good on-site circulation.
3. The proposed use would not have a substantial adverse effect on vehicular (including bicycle) or pedestrian circulation or safety, on transit accessibility, on planned level of service of the street system or other public facilities or services because all roadway improvements adjacent to the development have been completed, sufficient parking is provided, and points of ingress and egress are properly located.
4. The proposed use would not have a substantial adverse economic effect on nearby uses because the nearest competitor is an auto repair shop, which does not offer food and beverage sales, or gasoline/car wash services.
5. The proposed use would not be detrimental to the general welfare of persons residing in the immediate vicinity, the neighborhood, or the community at large because the use is properly regulated and appropriate remediation measures are being taken to extract contaminated subsurface.
6. The design of the project is compatible with existing and proposed development within the district and surrounding area because the majority of the work is interior and the minor external changes to the building are consistent with its existing appearance.

General Conditions:

1. Conformance with Exhibit "A" (Site Plan, Elevations, Floor Plan, Landscape Plan).
2. Conditions contained herein shall supersede all other conditions from prior use permits (U-60-13, U-64-34, U-87-7, U-87-7A) (Exhibit "B").
3. Submittal of appropriate plans to the Development Organization for review to insure compliance with all relevant City codes and policies. A detailed Landscape Plan shall be submitted showing:
 - a. An underground irrigation plan designed to reduce runoff and promote surface filtration and to minimize the use of filters, herbicides and pesticides that can contribute to urban runoff pollution.
 - b. Weed control specifications.
 - c. Paving material and textures of walkways / driveways.
 - d. A lighting plan for the illumination of the building, walkways, driveways, and parking areas.

- e. Drought-tolerant landscaping is encouraged.
- 4. If the Assistant City Manager finds evidence that conditions of approval have not been fulfilled or that the uses has or have resulted in a substantial adverse effect on the health, an/or general welfare of users of adjacent or proximate property, or have substantial adverse impact on facilities or services, the Assistant City Manager may refer the use permit to the Planning Commission for review. If, upon such review, the Commission finds that any of the results above occurred, the Commission may revoke the use permit.
- 5. Prior to the commencement of beer and wine sales, the applicant shall obtain an ABC Alcohol Beverage License (ABC) from the State Department of Alcoholic Beverage Control.
- 6. Construction activities shall be limited to the following hours of operation:
 - 6.00 a.m. to 7.00 p.m. Monday through Friday
 - 9.00 a.m. to 6.00 p.m. Saturday
 - No construction on Sunday

Pre Construction Conditions:

- 7. The lights for the extended canopy shall be recessed so they are not visible from residential area and public right-of-way (2.5 foot candles required). Lighting shall further be diffused by a soffit circumventing the perimeter of the extended canopy roof. The supporting columns and the immediate pump island areas may be highlighted.
- 8. The applicant shall remove the Monterey Pine located in the planter area along Central Avenue and remove and replace the two trees in the planter area along Blacow Road. The applicant shall repair the sidewalk along uprooted by the existing trees on Blacow Road. An Encroachment Permit is required for all work in the public right-of-way.
- 9. The applicant shall install the *VT 2000 Conveyor Car Wash and Thrustpro No-Touch Air Dryer with Noise Reduction Package or other devices which perform within the specifications outlined in the noise study.*
- 10. The applicant shall submit annual quarterly reports for monitoring well and remediation compliance to the Alameda County Water District (ACWD), or as otherwise directed.
- 11. A sprinkler system shall be installed in the existing and proposed canopy. This will be reviewed by the Fremont Fire Marshall during the Development Organization Process.
- 12. All roof equipment, fire stand pipes and other mechanical equipment shall be appropriately screened with an integrated architectural element.
- 13. The applicant shall apply for a Sign Permit for the car wash portal sign.
- 14. A "hang-bar" shall be located on the car wash portal sign as to prevent passage of oversized vehicles entry into car wash facility.
- 15. All public and private storm drain inlets are to be stenciled "No-Dumping – Drains to Bay" using stencils purchased by the Alameda County Urban Runoff Clean Water Program at 951 Turner

Court, Hayward, California. Alternative inlet stencils or marking may be permitted, subject to staff approval during Development Organization review.

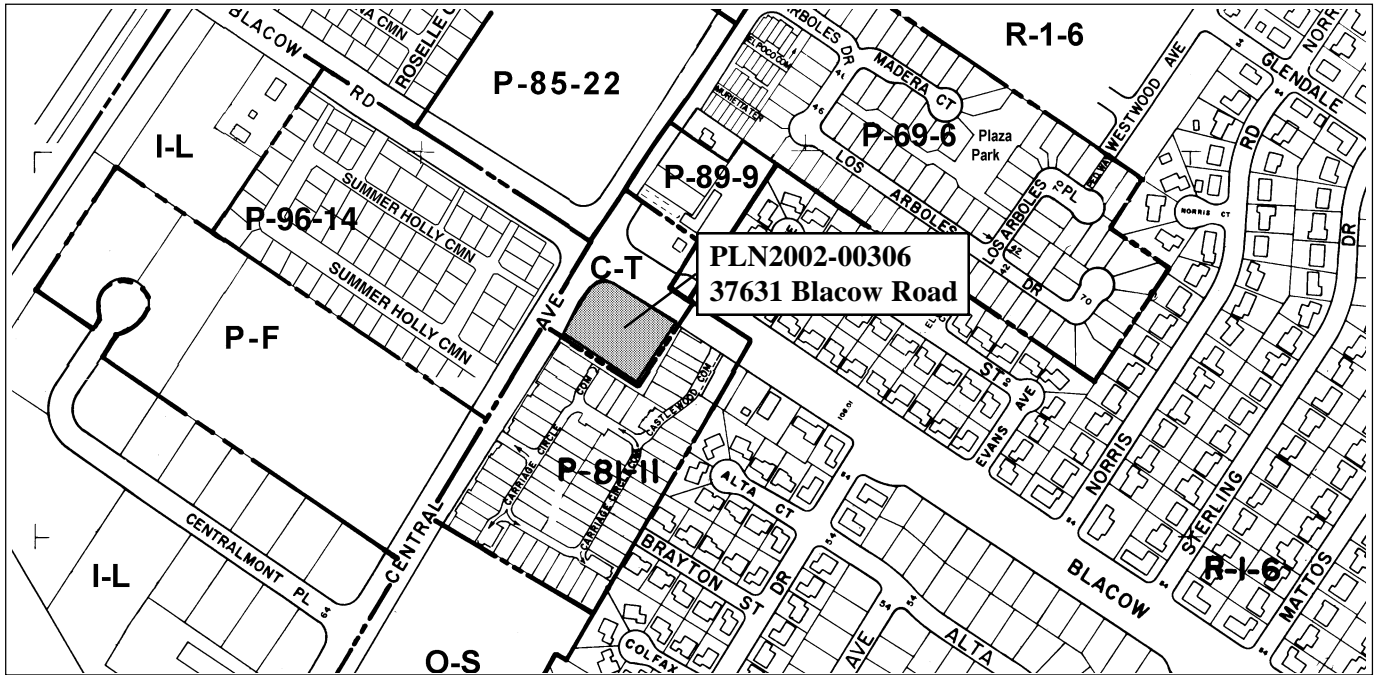
16. To make the parking lot pedestrian friendly and distinguishable, the pedestrian linkage from the service station to the Central Avenue sidewalk shall be scored and textured.
17. The CMU block "sound" wall, located between the car wash exit and the trash enclosure, shall be painted and textured with material that is consistent with the exterior of the gasoline service and convenience mart building.
18. New fuel dispensing areas must be paved with Portland cement concrete, extending a minimum of 8'-0" from the face of the fuel dispenser and a minimum of 4'-0" from the nose of the pump island. Fuel dispensing areas should be graded and constructed to prevent "runon" or runoff from the area. Fuel dispensing facilities must have canopies; canopy roof downspouts must be routed to prevent drainage flow through the fuel dispensing area. The facility must have a spill cleanup plan. The fuel dispensing area must be dry-swept regularly. Dispensing equipment must be inspected routinely for proper functioning and leak prevention.
19. No vehicle or equipment washing activity associated with this facility shall discharge to the storm drains. Wash areas should be limited to areas that drain to the sanitary sewer collection system, or the wash water must be collected for ultimate disposal to the sanitary sewer. This wash area must be covered and designed to prevent runoff from draining into and from the area. A sign must be posted indicating the designated wash area. Sanitary connections are subject to review, approval, and conditions of the Union Sanitary District.
20. All existing and proposed on site monitoring wells shall be clearly labeled and accurately located on the plans submitted to the Development Organization.
21. A structural control, such as an oil/water separator, sand filter, or other approved equal, is to be installed on site to intercept spills and pretreat storm water prior to discharge to the public storm drain. The design, location, maintenance schedule and maintenance responsibility are subject to staff approval during Development Organization review.
22. The project plans shall include storm water measures for the operation and maintenance of the project for the review and approval of staff during Development Organization. The project plans shall identify Best Management Practices (BMPs) appropriate to the uses conducted on site that effectively prohibit the entry of pollutants into storm water runoff.

Post Construction Conditions:

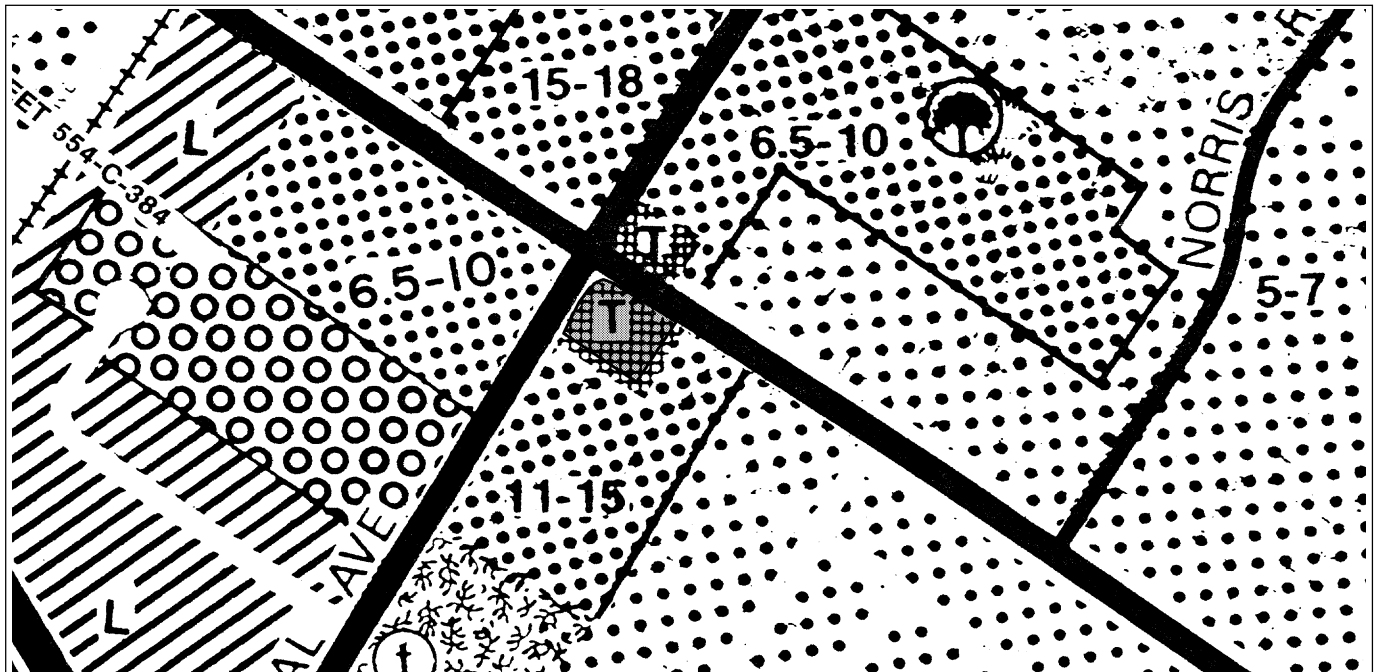
23. Trash or debris on the premises, particularly accumulating behind the car wash, shall be kept clean. Similarly, appropriate action shall be taken in event of spills or leaks resulting from car fluid leaks, gasoline spills, or other mishaps involving chemicals, and steps shall be taken to avoid or mitigate those occurrences. The applicant shall notify the City's Hazardous Materials Division if such events should occur.
24. Hours of operation for the gasoline service station and convenience mart shall be from 6.00 a.m. to 10.00 p.m., Monday through Friday; 8.00 a.m. to 9.00 p.m. on Saturdays and Sundays. Hours of operation for the car wash shall be from 6 a.m. to 8 p.m., daily.
25. All on-site storm drains are to be cleaned prior to occupancy and also be cleaned each year immediately before the beginning of the rainy season (October 15).

26. Sidewalks, parking lots, and other paved areas must be swept regularly to prevent the accumulation of litter and debris. If pressure washed, debris must be trapped and collected to prevent entry into the storm drain system. No cleaning agent may be discharged to the storm drain.
27. Landscaping shall be properly maintained and shall be designed with efficient irrigation practices to reduce runoff, promote surface filtration, and minimize the use of fertilizers and pesticides, which can contribute to runoff pollution. Dead and dying plants shall be replaced.

INFORMATIONAL



Existing Zoning



Existing General Plan

Project Number: PLN2002-00306 (CUP)
Project Name: Hato Valero Remodel
Project Description: To consider a Conditional Use Permit Amendment to remodel an existing gasoline service station and car wash for property located in the Central Planning Area. A Mitigated Negative Declaration has been prepared for this project.

Note: Prior arrangements for access are not required for this site.

